

NTMP Guiding Policies and Definitions

1) This program applies to existing residential streets that serve single-family residential neighborhoods. The neighborhood must be entirely within the City of El Paso. This program will work with neighborhood watches and associations, not individual citizens.

2) Cut-through traffic is defined as: traffic having no immediate starting point or ending point in the residential neighborhood being evaluated. This traffic traditionally flows on major roadways, but may be finding its way into residential streets seeking short cuts.

3) The amount of re-routed traffic that is acceptable as a result of a traffic management project should be defined on a project-by-project basis. It is not the intent of this program to simply relocate traffic or traffic concerns to other residential streets, although it may be desirable to balance traffic across a network of residential streets.

4) Emergency vehicle access within and through neighborhoods will be carefully considered in the evaluation of traffic management and must be preserved in a reasonable fashion.

5) The Traffic Engineering Division shall employ a variety of traffic management strategies and techniques to achieve the NTMP objectives. Techniques that have less of an impact will be utilized before harsher or more substantial techniques are considered.

6) Traffic management strategies and techniques shall be planned and designed in conformance with sound engineering practices. All plans will be reviewed and approved by the Traffic Engineering Division staff before the implementation to ensure that proper engineering guidelines have been followed. The Traffic Engineering Division staff will make changes as necessary to ensure safe, sound engineering principles are implemented.



City of El Paso

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**ENGINEERING
DEPARTMENT
TRAFFIC DIVISION**

Information Brochure

Neighborhood Traffic Management Program



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City of
El Paso
Texas

Neighborhood Traffic Management Program

The Neighborhood Traffic Management Program (NTMP) is a program that was developed to address ever-increasing concerns regarding the safety and livability of neighborhoods. This information brochure was developed by the City of El Paso, Traffic Division to briefly describe the NTMP.

What is the purpose of the NTMP?

The purpose of the NTMP is to address speeding on local residential streets. The goal of this program is to create an environment within neighborhoods that promotes safety for both the driver and neighborhood residents. The program will always attempt to focus on a neighborhood as a whole, not just one street or intersection.

How can NTMP slow down traffic on residential streets?

The NTMP seeks to improve safety for pedestrians, bicyclists, motorists, and all other road users by implementing calming measures in progressive steps. The first



Speed Hump



Traffic Circle

step and least intrusive, is education. The second is enforcement. From there, more aggressive techniques are available, such as: installing certain types of landscaping, chicanes, diverters, bulbouts, neck

downs, chokers, manufactured speed cushions or pillows, and many other alternatives.

How can my neighborhood qualify for this program?

The NTMP is designed to work with City recognized Neighborhood Associations or Neighborhood Watch Programs. If a citizen calls, the staff will work with that citizen, listen to concerns, conduct a preliminary investigation, and offer solutions to his/her concern. However, to qualify for the NTMP, the residents must work through their Neighborhood Association or Neighborhood Watch Program.



What factors does the Traffic Engineering Division consider when qualifying a Neighborhood for the NTMP?

A. Speeding

The Traffic Engineering Division will consider implementing additional traffic calming measures through the NTMP when a speed study shows that 35% of the traffic is traveling over the posted speed limit.

B. Cut-Through Traffic

Cut-through traffic should represent at least as much as the study area's self-generated total average daily traffic to initiate NTMP efforts.

C. Accidents – Pedestrians, Bicycles, Autos

Accident history may be considered in the ranking system when there are 3 or more reported accidents along a single residential street within twelve consecutive months.

D. Street Grades and Alignment

Some physical traffic management devices cannot be installed on streets with large grades or poor visibility.

E. Emergency Routes

Traffic management devices are not typically installed on streets serving as a designated primary emergency access route or on collectors or thoroughfares.

Who provides the funding for NTMP projects?

If funding is required, it will be provided by the neighborhood watch or association themselves, through an alternate source (donations, etc), or it can be provided for them at the discretion of the area's City Representative (through discretionary funds) or by the City council as a whole. Depending on the number of NTMP requests received and the available funding for design and construction, a project may be placed on a waiting list and prioritized based on the severity of the neighborhood's situation.

How does the NTMP work?

The following flow chart was developed to further explain the NTMP step-by-step process.

